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What I claim as my invention is:

1. An aircraft with a main body, a primary lifting mechanism and a secondary lifting mechanism, which main body has a forward end and an aft end, with the primary lifting mechanism and the secondary lifting mechanism connected to the main body of the aircraft in tandem order, and with the aircraft able to achieve flight by means of upward forces exerted on the main body of the aircraft by the primary lifting mechanism and the secondary lifting mechanism while the primary lifting mechanism and the secondary lifting mechanism are connected to the main body of the aircraft in tandem order,
and which primary lifting mechanism comprises a power plant as a means for providing downwardly extending thrust to the aircraft, and which secondary lifting mechanism comprises a power plant as a means for providing downwardly extending thrust to the aircraft, and which primary lifting mechanism is connected to the main body of the aircraft by a tilt enabling joint such that during flight of the aircraft the primary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the primary lifting mechanism can be tilted in lateral directions relative to the main body of the aircraft during flight of the aircraft, and such that a direction of

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travel of the aircraft during flight can be altered by
altering the lateral direction or angle of tilt of the primary
lifting mechanism relative to the main body of the aircraft,
and which said tilt enabling joint is a primary tilt enabling
5 joint, with the primary lifting mechanism able to exert an
upward force on the forward end of the main body of the
aircraft through the primary tilt enabling joint, and which
secondary lifting mechanism is connected to the main body of
the aircraft by an additional tilt enabling joint, which said
10 additional tilt enabling joint is a secondary tilt enabling
joint, and which said secondary lifting mechanism is
connected to the main body of the aircraft by the secondary
tilt enabling joint such that during flight of the aircraft
the secondary lifting mechanism can be tilted in a plurality
15 of directions and angles relative to the main body of the
aircraft, in a controlled manner, and such that the secondary
lifting mechanism can be tilted in lateral directions
relative to the main body during flight of the aircraft, and
such that a direction of travel of the aircraft during
20 flight can be altered by altering the lateral direction or
angle of tilt of the secondary lifting mechanism relative
to the main body, and which secondary tilt enabling joint is
such that the secondary lifting mechanism can be tilted in a
controlled manner in a lateral direction with respect to the
25 main body of the aircraft during flight of the aircraft that

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blades, with the blades of the secondary lifting mechanism connected to the rotor of the secondary lifting mechanism, and which engine assembly of the secondary lifting mechanism is able to rotate 5 the rotor of the secondary lifting mechanism, with the blades of the secondary lifting mechanism connected to the rotor of the secondary lifting mechanism such that when the rotor of the secondary lifting mechanism is rotated by the engine assembly 10 of the secondary lifting mechanism air can be forced in a downward direction by means of the blades of the secondary lifting mechanism rotating around the rotor of the secondary lifting mechanism, with the secondary lifting mechanism able to exert an upward force on 15 the aft end of the main body of the aircraft by forcing air in a downward direction by way of the blades of the secondary lifting mechanism rotating around the rotor of the secondary lifting mechanism, and which primary lifting mechanism is connected to the 20 main body of the aircraft by a tilt enabling joint such that during flight of the aircraft the primary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the primary lifting mechanism can be tilted in 25 lateral directions relative to the main body of the aircraft

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5 during flight of the aircraft, and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or angle of tilt of the primary lifting mechanism relative to the main body of the aircraft, and which said tilt enabling joint is a primary tilt enabling joint, with the primary lifting mechanism able to exert an upward force on the forward end of the main body of the aircraft through the primary tilt enabling joint, and which secondary lifting mechanism is connected to the main body of the aircraft by an additional tilt enabling joint, which said 10 additional tilt enabling joint is a secondary tilt enabling joint, and which said secondary lifting mechanism is connected to the main body of the aircraft by the secondary tilt enabling joint such that during flight of the aircraft the secondary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the secondary lifting mechanism can be tilted in lateral directions relative to the main body during flight of the aircraft, and such that a direction of travel of the aircraft during 15 flight can be altered by altering the lateral direction or angle of tilt of the secondary lifting mechanism relative to the main body, and which secondary tilt enabling joint is such that the secondary lifting mechanism can be tilted in a controlled manner in a lateral direction with respect to the 20 25

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3. An aircraft with a main body, a primary lifting mechanism and a secondary lifting mechanism, which main body has a forward end and an aft end, with the primary lifting mechanism and the secondary lifting mechanism connected to the main body of the aircraft in tandem order, and with the aircraft able to achieve flight by means of upward forces exerted on the main body of the aircraft by the primary lifting mechanism and the secondary lifting mechanism while the primary lifting mechanism and the secondary lifting mechanism are connected to the main body of the aircraft in tandem order,
10 and which primary lifting mechanism is connected to the main body of the aircraft by a tilt enabling joint such that during flight of the aircraft the primary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the primary lifting mechanism can be tilted in lateral directions relative to the main body of the aircraft during flight of the aircraft, and such that a direction of travel of the aircraft during flight can be altered by
15 altering the lateral direction or angle of tilt of the primary lifting mechanism relative to the main body of the aircraft, and which said tilt enabling joint is a primary tilt enabling joint,
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which primary lifting mechanism is a turboprop, and which primary lifting mechanism is attached to the primary tilt enabling joint such that air can be forced in a downward direction by the primary lifting mechanism, and such that by forcing air in a downward direction the primary lifting mechanism is able to exert an upward force on the forward end of the main body of the aircraft, with the primary lifting mechanism able to exert an upward force on the forward end of the main body of the aircraft through the primary tilt enabling joint, and which secondary lifting mechanism is connected to the main body of the aircraft by an additional tilt enabling joint, which said additional tilt enabling joint is a secondary tilt enabling joint, and which said secondary lifting mechanism is connected to the main body of the aircraft by the secondary tilt enabling joint such that during flight of the aircraft the secondary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the secondary lifting mechanism can be tilted in lateral directions relative to the main body during flight of the aircraft, and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or angle of tilt of the secondary lifting mechanism relative to the main body, and which secondary tilt enabling joint is

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downward direction by means of the blades rotating around the rotor, with the primary lifting mechanism able to exert an upward force on the forward end of the main body of the aircraft by forcing air in a

5 downward direction by way of the blades rotating around the rotor,

and which primary lifting mechanism is connected to the main body of the aircraft by a tilt enabling joint such that during flight of the aircraft the primary lifting mechanism

10 can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the primary lifting mechanism can be tilted in lateral directions relative to the main body of the aircraft during flight of the aircraft, and such that a direction of

15 travel of the aircraft during flight can be altered by altering the lateral direction or angle of tilt of the primary lifting mechanism relative to the main body of the aircraft, and which said tilt enabling joint is a primary tilt enabling joint, with the primary lifting mechanism able to exert an

20 upward force on the forward end of the main body of the aircraft through the primary tilt enabling joint, and which secondary lifting mechanism is connected to the main body of the aircraft by an additional tilt enabling joint, which said additional tilt enabling joint is a secondary tilt enabling

25 joint, and which said secondary lifting mechanism is

connected to the main body of the aircraft by the secondary tilt enabling joint such that during flight of the aircraft the secondary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the secondary lifting mechanism can be tilted in lateral directions relative to the main body during flight of the aircraft, and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or angle of tilt of the secondary lifting mechanism relative to the main body, and which secondary tilt enabling joint is such that the secondary lifting mechanism can be tilted in a controlled manner in a lateral direction with respect to the main body of the aircraft during flight of the aircraft that is opposite to a lateral direction that the primary lifting mechanism can be tilted in with respect to the main body of the aircraft by means of the primary tilt enabling joint during flight of the aircraft,

and the secondary lifting mechanism comprises at least one jet engine, which said at least one jet engine is attached to the secondary tilt enabling joint such that the said at least one jet engine is able to force exhaust gases to travel in a downward direction and such that by forcing exhaust gases to travel in a downward direction the said at least one jet engine can

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7. An aircraft with a main body, a primary lifting mechanism and a secondary lifting mechanism, which main body has a forward end and an aft end, with the primary lifting mechanism and the secondary lifting mechanism connected to the main body of the aircraft in tandem order, and with the aircraft able to achieve flight by means of upward forces exerted on the main body of the aircraft by the primary lifting mechanism and the secondary lifting mechanism while the primary lifting mechanism and the secondary lifting mechanism are connected to the main body of the aircraft in tandem order,

10 and which primary lifting mechanism is connected to the main body of the aircraft by a tilt enabling joint such that during flight of the aircraft the primary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the primary lifting mechanism can be tilted in lateral directions relative to the main body of the aircraft during flight of the aircraft, and such that a direction of travel of the aircraft during flight can be altered by

15 altering the lateral direction or angle of tilt of the primary lifting mechanism relative to the main body of the aircraft, and which said tilt enabling joint is a primary tilt enabling joint, with the primary lifting mechanism able to exert an upward force on the forward end of the main body of the aircraft through the primary tilt enabling joint, and which

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secondary lifting mechanism is connected to the main body of the aircraft by an additional tilt enabling joint, which said additional tilt enabling joint is a secondary tilt enabling joint, and which said secondary lifting mechanism is connected to the main body of the aircraft by the secondary tilt enabling joint such that during flight of the aircraft the secondary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the secondary lifting mechanism can be tilted in lateral directions relative to the main body during flight of the aircraft, and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or angle of tilt of the secondary lifting mechanism relative to the main body, and which secondary tilt enabling joint is such that the secondary lifting mechanism can be tilted in a controlled manner in a lateral direction with respect to the main body of the aircraft during flight of the aircraft that is opposite to a lateral direction that the primary lifting mechanism can be tilted in with respect to the main body of the aircraft by means of the primary tilt enabling joint during flight of the aircraft, and which secondary lifting mechanism is able to exert an upward force on the aft end of the main body of the aircraft through the secondary tilt enabling joint, with the primary tilt enabling joint and the

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8. An aircraft with a main body, a primary lifting mechanism and a secondary lifting mechanism, which main body has a forward end and an aft end, with the primary lifting mechanism and the secondary lifting mechanism connected to the main body of the aircraft in tandem order, and with the aircraft able to achieve flight by means of upward forces exerted on the main body of the aircraft by the primary lifting mechanism and the secondary lifting mechanism while the primary lifting mechanism and the secondary lifting mechanism are connected to the main body of the aircraft in tandem order,

10 and which primary lifting mechanism is connected to the main body of the aircraft by a tilt enabling joint such that during flight of the aircraft the primary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the primary lifting mechanism can be tilted in lateral directions relative to the main body of the aircraft during flight of the aircraft, and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or angle of tilt of the primary lifting mechanism relative to the main body of the aircraft, and which said tilt enabling joint is a primary tilt enabling joint,

15 which primary lifting

20 mechanism is a turboprop, and which primary lifting

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mechanism is attached to the primary tilt enabling joint such that air can be forced in a downward direction by the primary lifting mechanism, and such that by forcing air in a downward direction the primary lifting mechanism is able 5 to exert an upward force on the forward end of the main body of the aircraft, with the primary lifting mechanism able to exert an upward force on the forward end of the main body of the aircraft through the primary tilt enabling joint,

10 and which secondary lifting mechanism is connected to the main body of the aircraft by an additional tilt enabling joint, which said additional tilt enabling joint is a secondary tilt enabling joint, and which said secondary lifting mechanism is connected to the main body of the aircraft by the secondary tilt enabling joint such 15 that during flight of the aircraft the secondary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the secondary lifting mechanism can be tilted in lateral directions 20 relative to the main body during flight of the aircraft, and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or angle of tilt of the secondary lifting mechanism relative 25 to the main body, and which secondary tilt enabling joint is

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plurality of blades, with the said blades connected to the
5 rotor, and which said engine assembly is able to rotate
the said rotor, with the blades connected to the rotor such
that when the rotor is rotated by the said engine assembly
air can be forced in a downward direction by means of the
10 blades rotating around the rotor, with the primary lifting
mechanism able to exert an upward force on the forward end
of the main body of the aircraft by forcing air in a
downward direction by way of the blades rotating
around the rotor,

and which primary lifting mechanism is connected to the
main body of the aircraft by a tilt enabling joint such that
during flight of the aircraft the primary lifting mechanism
can be tilted in a plurality of directions and angles relative
15 to the main body of the aircraft, in a controlled manner, and
such that the primary lifting mechanism can be tilted in
lateral directions relative to the main body of the aircraft
during flight of the aircraft, and such that a direction of
travel of the aircraft during flight can be altered by
20 altering the lateral direction or angle of tilt of the primary
lifting mechanism relative to the main body of the aircraft,
and which said tilt enabling joint is a primary tilt enabling
joint, with the primary lifting mechanism able to exert an
upward force on the forward end of the main body of the
25 aircraft through the primary tilt enabling joint, and which

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secondary lifting mechanism is connected to the main body of the aircraft by an additional tilt enabling joint, which said additional tilt enabling joint is a secondary tilt enabling joint, and which said secondary lifting mechanism is
5 connected to the main body of the aircraft by the secondary tilt enabling joint such that during flight of the aircraft the secondary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the secondary lifting mechanism can be tilted in lateral directions
10 relative to the main body during flight of the aircraft, and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or angle of tilt of the secondary lifting mechanism relative
15 to the main body, and which secondary tilt enabling joint is such that the secondary lifting mechanism can be tilted in a controlled manner in a lateral direction with respect to the main body of the aircraft during flight of the aircraft that is opposite to a lateral direction that the primary lifting mechanism can be tilted in with respect to the main body of
20 the aircraft by means of the primary tilt enabling joint during flight of the aircraft,
25 and the secondary lifting mechanism is a turboprop, which secondary lifting mechanism is attached to the secondary tilt enabling joint such

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12. An aircraft with a main body, a primary lifting mechanism and a secondary lifting mechanism, which main body has a forward end and an aft end, with the primary lifting mechanism and the secondary lifting mechanism connected to the main body of the aircraft in tandem order, and with the aircraft able to achieve flight by means of upward forces exerted on the main body of the aircraft by the primary lifting mechanism and the secondary lifting mechanism while the primary lifting mechanism and the secondary lifting mechanism are connected to the main body of the aircraft in tandem order,

10 and which primary lifting mechanism is connected to the main body of the aircraft by a tilt enabling joint such that during flight of the aircraft the primary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the primary lifting mechanism can be tilted in lateral directions relative to the main body of the aircraft during flight of the aircraft, and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or angle of tilt of the primary lifting mechanism relative to the main body of the aircraft, and which said tilt enabling joint is a primary tilt enabling joint,

20 which primary lifting mechanism is a turboprop, and which primary lifting mechanism is

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attached to the primary tilt enabling joint such that air
can be forced in a downward direction by the primary
lifting mechanism, and such that by forcing air in a
downward direction the primary lifting mechanism is able
5 to exert an upward force on the forward end of the main
body of the aircraft, with the primary lifting mechanism
able to exert an upward force on the forward end of the main
body of the aircraft through the primary tilt enabling joint,
and which secondary lifting mechanism is
10 connected to the main body of the aircraft by an additional
tilt enabling joint, which said additional tilt enabling
joint is a secondary tilt enabling
joint, and which said secondary lifting mechanism is
connected to the main body of the aircraft by the secondary
15 tilt enabling joint such that during flight of the aircraft
the secondary lifting mechanism can be tilted in a plurality
of directions and angles relative to the main body of the
aircraft, in a controlled manner, and such that the secondary
lifting mechanism can be tilted in lateral directions
relative to the main body during flight of the aircraft, and
such that a direction of travel of the aircraft during
flight can be altered by altering the lateral direction or
angle of tilt of the secondary lifting mechanism relative
20 to the main body, and which secondary tilt enabling joint is
such that the secondary lifting mechanism can be tilted in a
25